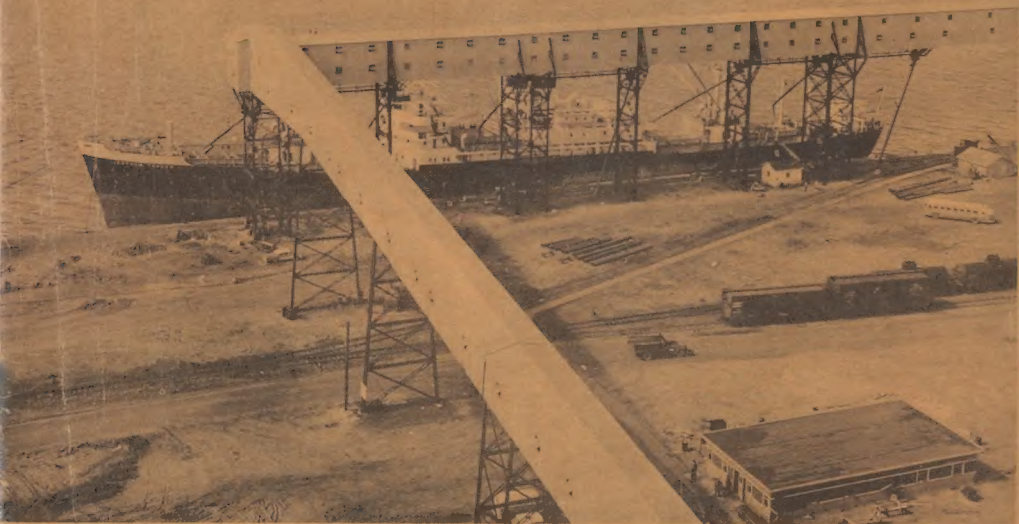


Twenty-first
Annual Convention
From Frederic C.R. (P.21)

Reg.



Churchill Harbour

**HUDSON BAY ROUTE
ASSOCIATION**

PRINCE ALBERT, SASK.

MARCH 24th and 25th, 1964

AIMS and OBJECTS

of

Hudson Bay Route Association

The Hudson Bay Route Association is a strictly voluntary—non political—western minded organization comprised of people resident in Western Canada's three Prairie Provinces of Manitoba, Saskatchewan and Alberta, which in 1943-44 succeeded the "On to the Bay Association" when that pioneer body was re-organized.

From its inception this organization has relentlessly pressed upon the Dominion Government the urgent necessity for an efficient development and successfully operated Hudson Bay Shipping Route, especially for the benefit of the people of our Prairie Provinces and in the national interest of Canada as a whole.

Our chief aim is to work for the fullest possible use of the Hudson Bay Route over the longest possible shipping season in each year. We have succeeded in making considerable progress in this respect, especially through the shipment of outgoing tonnage.

Now we feel, there is great need for a substantial increase of incoming traffic which the capacity of this transportation route can easily and safely handle, and we believe that such a condition can readily be corrected if western businessmen importers will assist through the routing of their purchase via the Port of Churchill. We therefore sincerely appeal to you to help provide some additional incoming cargoes.

This third great Canadian commercial route into and out of the heart of the West is a physical fact and it is well equipped to serve you. Shipment of your goods through Hudson Straits and across Hudson Bay into Port Churchill is as safe as human ingenuity and skill can make it, by ships equipped with radar, gyro compass, echo depth sounders, direction finders and radio.

The Government of Canada has provided lights, beacons, radio and direction finding stations, modern charts, ice breaker patrol ships and aerial ice reconnaissance and Marine Insurance rates have fallen and the season of navigation will be lengthened.

To all of those who have so arduously struggled for many years to bring the Bay Route to the success it enjoys today, to investigate diligently the matter of great usage of the route and to discover there will be considerable savings in money and time when shipping that way, the finding of new markets and cheaper purchasing power will be their reward.

As this is done, then so will Canada's economy be enlarged and become more prosperous.

OFFICIALS OF H.B.R.A.

Elected at Annual Convention
Prince Albert, Sask.

March 24th and 25th, 1964

Honorary Presidents:

Hon. W. S. Lloyd, Premier of Saskatchewan.

Hon. Duff Roblin, Premier of Manitoba.

Hon. E. C. Manning, Premier of Alberta.

Immediate Past President:

W. G. Streeton, Plunkett, Sask.

President:

J. S. Woodward, 724 Sask. Cresc. E., Saskatoon, Sask.

Vice-President:

W. A. Richford, Box 507, Norquay, Sask.

Sec.-Treasurer:

Jas. F. Gray, 43 McAskill Cresc., Saskatoon, Sask.
(Post Office Box No. 1034).

Executive Directors:

F. T. Appleby, 1205 Ave. D. N., Saskatoon, Sask.

J. A. Cameron, Youngstown, Alta.

F. L. Jobin, 34 Church St., Flin Flon, Man.

S. N. McEachern, 211 - 11th St. E., Saskatoon, Sask.

C. R. McIntosh, North Battleford, Sask.

J. D. McFarlane, Nipawin, Sask.

Directors:

R. H. Boyes Kelvington, Sask.

C. W. Dunfield, Box 298, Dauphin, Man.

A. K. Fraser, Bowsman, Man.

W. A. Hemstock, Fairview, Alta.

Dr. C. Hollborn, Ph.D., Petersfield, Man.

A. R. Laliberte, Prince Albert, Sask.

R. D. Marshall, Box 445, Churchill, Man.

O. J. Ortynsky, Canora, Sask.

Wm. McK. Ross, Lac Vert, Sask.

E. H. Starr, 102 - 14th Ave. S.E. Calgary, Alta.

H. Swartz, Melville, Sask.

Honorary Life Member:

R. H. MacNeill, Apt. 2 - 99 Bronson Ave., Ottawa, Ont.

CONVENTION

PRINCE ALBERT, SASKATCHEWAN, MARCH 24 and 25, 1964

Minutes of the 21st Annual Convention of the Hudson Bay Route Association held in the Coronet Motel, Prince Albert, Saskatchewan, on March 24th and 25th, 1964.

Registration commenced at 9 a.m. March 24th 1964.

The convention was opened by the President, Mr. J. S. Woodward, who welcomed the delegates. He then called on Mr. Alex Reed, Alderman, City of Prince Albert, to say a few words. Mr. Reed stated that on behalf of the Mayor it was a pleasure and privilege to welcome delegates of this important convention and that it must give both the President and Secretary extreme pleasure to see the fulfillment of their desires coming ever and ever closer to fruition and to have such enthusiastic supporters at their side. Mr. Reed said the City wishes the Hudson Bay Route Association every success in their effort to bring about improved transportation facilities and increased business to the cities of the West.

Appointment of committees was the next order of business. The Chairman informed the meeting the Directors had appointed Mr. F. Appleby as Chairman of the Resolutions Committee and asked for a nomination of four people from the floor. The following were named:

Mr. Robert Marshall, Churchill.
Mr. S. N. McEachern, Saskatoon.
Mr. Chas. Hunt, Swan River.
Mr. Fred Adams.

It was moved by Mr. Cameron, seconded by Mr. McEachern that nominations cease. Carried.

The meeting was then advised that the directors had appointed Mr. W. A. Richford as Chairman of the Nominating Committee and four nominations were asked for from the floor to serve with Mr. Richford. The following were named:

Mr. Cheqwin, Swan River.
Mr. J. A. Cameron, Youngstown.
Mr. A. Rourke North Battleford.
Mr. Bud Fraser.

It was moved by Mr. McIntosh, seconded by Mr. McEachern that nominations close. Carried.

The next business was the President's report which was read by Mr. Woodward. It was moved by Mr. Cameron, seconded by Mr. McIntosh that the report be accepted. Carried.

Progress through Development

The success of every nation's development program depends in great measure, on the export of its produce to world markets. The position and number of export outlets and the directness of the routes are of paramount importance to the advance of the nation's prominence. As a rapidly expanding centre for manufacturing and industrial export, Edmonton is intensely interested in the promotion of this direct, Hudson Bay Route to all parts of the world.

W. HAWRELAK,
Mayor

THE CITY OF EDMONTON

City of North Battleford

SASKATCHEWAN

51 YEARS A CITY 1913-1964

The Tourist Centre of Northwestern
Saskatchewan!

HUNTING — FISHING — BOATING

Fort Battleford North-West Mounted Police Museum
and Western Development Museum

POPULATION — 12,107

The report of the executive and directors was read by Mr. Richford and it was moved by Mr. Richford, seconded by Mr. Marshall that the report be accepted. Carried.

Mr. Jas. F. Gray, read the financial report and asked for its adoption. Moved by Alderman E. H. Starr, seconded by Mr. Wm. McK. Ross that it be adopted. Carried.

Mr. Gray also read the report of the secretary-treasurer and it was adopted in a motion by Mr. Marshall, seconded by Mr. McEachern. Carried.

Mr. Appleby stated that he hoped the Convention fully appreciated the efforts of Mr. Gray in his work for the Hudson Bay Route Association.

Mr. C. R. McIntosh said that he felt a more realistic approach should be taken in our thinking of Canada as a nation rather than separate sections and that public opinion must be established to develop a national objective to make this country Canadian.

REPORT OF THE PRESIDENT

Ladies and Gentlemen:

Permit me to welcome you to our 21st annual convention and to the historic picturesque and hospitable city of Prince Albert.

Since this is our 21st annual gathering, I suppose one might say that our Association could be considered as coming of age today. In other circumstances this could perhaps call for some sort of celebration, but I suggest that, after all, we are here to transact important business and as well, I hope, take a realistic look at the future.

Perhaps under what we have had in recent years to consider as normal conditions we might feel like congratulating ourselves on a record year as far as grain shipments from Churchill are concerned. Certainly the largest volume of wheat ever to move out of the port, nearly 23,000,000 bushels, was handled in 1963. This, as I say, might in ordinary circumstances be considered as gratifying but of course it is far from what we would like to see.

I think also that records will show that less time was lost in ships waiting for cargoes in 1963 than in any other year. Probably also records were set in the size of individual cargoes. This naturally makes it more desirable for owners of large bulk carrying ships to have their vessels chartered for Churchill trade. The extension on the wharf, no doubt, has had no little bearing on this very desirable condition.

I hope you will take time to read the two very interesting reports which appear at the end of the brochure, which you have in your hands. These deal with ice conditions and long range forecasting of weather. I draw particular attention to these, because I feel that their existence is due to some extent to the efforts of our Association. If we had not pressed for ice patrols by air and for further meteorological installations, such reports might not have been possible.

The reports of the Executive Committee, the Directors and the Secretary, will give in some detail accounts of their activities since we last met. Suffice it for me to say that there has been more activity on their part and more valuable publicity for our Association than in any previous year. This, of course, was mainly due to the fact that none of the wheat destined for Russia was shipped last year from Churchill. Whether we shall be successful in getting some shipped in the 1964 season, remains to be seen. Certainly it will not be for lack of trying on the part of your Association. So far as last season is concerned, it is, so to speak, water over the dam and I do not propose to enter into any further controversy over it. I feel instead that we should devote our wholehearted attention to urgent requirements for the port. We badly need increased elevator space and cleaning facilities and, correspondingly, loading galleries. There is need for added space for handling inbound and outbound freight other than grain.

It is regrettable that inbound freight shows no sign of being increased. Why business men in the West do not make more use of the port and provide themselves with the savings in the process, is hard to understand. One of the reasons, however, is the length of the season. I sincerely hope that our urgent representations regarding the need for extending the period of insurance, will come to be recognized. Certainly, conditions at the end of last season, when at least two weeks more use of the port could have been made, should give the underwriters some cause for giving consideration to making it practicable for ships to use the harbour till early November at the least. As to conditions at the beginning of the season, I am in hope that before this meeting is over, we may have some expert advice in this connection.

I am happy to say that our finances are in satisfactory condition. All expenditures are carefully scrutinized and as you will see from the auditors report, properly approved.

In conclusion I must pay tribute to the members of the Executive Committee for their close attention to the affairs of the Association, and to the Directors for the part they have played in keeping our name and activities before the general public.

In Union is Strength . . .

In a highly organized society the individual has little power in the market place. If farmers want to hold on to their farms and get "a fair share of the national income" they must act as a group. Support your own Union!

Saskatchewan Farmers' Union

202 Avenue B North

Saskatoon, Sask.

Congratulations and Best Wishes

to the

HUDSON BAY ROUTE ASSOCIATION

May 1964 prove another record year of trade
through our inland Port.

Manitoba Farmers' Union

724 Ellice Avenue

Winnipeg 10, Manitoba

Official Monthly Publication "The Voice of the Farmer"

Yearly Subscription, \$1.00; Foreign, \$2.00

To our energetic Secretary-Treasurer go not only my particular thanks, but I feel sure those of all of you for the consistent and applied efforts he makes to the success of our undertakings.

It has been a somewhat arduous, but interesting year for all of us and particularly for myself as your President. I am sure we are in for a most useful two days, and I hope you will feel like taking part in the proceedings so we can all profit by fruitful discussion.

Respectfully Submitted:

J. S. Woodward, President

Moved by Mr. Cameron, seconded by Mr. McIntosh that the report be accepted. Carried.

EXECUTIVE AND DIRECTORS REPORT FOR THE YEAR 1963

The year 1963 will perhaps stand out as the most interesting and exciting period in the history of the Hudson Bay Route Association. Although the accomplishments do not appear at the moment to warrant extreme optimism, we do feel that the Hudson Bay Route and the port of Churchill, will be given more attention in the future than it has been given in the past.

During the year, two Directors' meetings and four Executive meetings were held. A very successful convention was held in Dauphin, Manitoba on June 6th and 7th. A very keen interest was taken by the delegates in the future of the Route and the activities of the Association.

Two Churchill excursions were conducted by the Association in 1963. One about the end of July and the other about the end of August. They were both filled up and both very successful. Everyone was more than satisfied. They were a success from all angles, including financial to the Association. We would at this time express our thanks to the Saskatchewan Wheat Pool and Federated Co-Operatives for the assistance they gave to us in helping with our excursions.

While the first excursion was at Churchill (August 1st) the ceremony for the official opening of the new docks took place, and was well attended. Our President and Vice President, Mr. Woodward and Mr. Richford, were our delegates to this function. The official names of the two new docks are "The Peter Dalglish" wharf and the "Rufus Wolfe" wharf. With this extension to the wharfs it is possible now to have five ships tied up at one time.

With the signing of the wheat agreement with the U.S.S.R., we fully expected that a considerable quantity of this wheat would be exported via Churchill.

However, we were astonished to hear from Mr. McNamara, Chief Commissioner of the Canadian Wheat Board, that they had been unable to persuade the Russians to use Churchill. We immediately appointed a delegation, consisting of Mr. Woodward, Mr. Appleby and the Secretary, to meet with various authoritative bodies to try and get some of this wheat out from Churchill. The delegation went to Regina and met the Hon. Mr. Sharp, also the Saskatchewan Cabinet and the members of the opposition. It was felt that the delegation should go to Ottawa and try to meet the Russians. The Saskatchewan Government sent Mr. J. Guest of the Dept. of Industry and Information as their representative with the delegation. The Manitoba Government was also contacted and expressed their desire to help. Through the offices of the Prime Minister, the Rt. Hon. Lester B. Pearson, an interview with the officials of the Russian Embassy was arranged.

When the delegation met with the Russian Embassy Officials, they were informed that the port of Churchill had not been considered in negotiations and was not in the contract. They also stated that they were willing to take wheat from any port. They expressed the opinion that they perhaps had more experience and could navigate in northern waters better than any other nation. However, they felt that as the agreement was now completed and it was getting late in the season, they would abide by the agreement, unless the Canadian authorities could make any changes in regard to getting wheat from Churchill. A few days later we received a letter from the Hon. Mitchell Sharp, Minister of Trade and Commerce that the reason Churchill was not considered in the negotiations was that it was fully booked up for the season.

From then until the close of the Churchill shipping season, your Association continued by letter, wire and publicity, to try to get some of the Russian wheat out from Churchill, but to no avail.

Only one vessel was loaded and left Churchill between October 11th and October 20th. The port then stood idle, although the first ice in the harbour did not appear until November 15th. On October 11th the Association received a wire from the Hon. George McIlraith, Minister of Transport, stating "The Wheat Board is continuing to offer cargoes of wheat out of Churchill and is doing so now," but it appeared there were difficulties in getting charterers to come to Churchill.

Your Directors are fully convinced that a quantity of wheat sold on the Russian deal, could have been exported via Churchill had proper energetic foresight been used, and action taken by the Government. The Insurance Companies that control the marine insurance, could have been contacted and arrangements made with them, even to the extent of Govern-

Congratulations . . .

to the

Hudson Bay Route Association

FOR A CONTINUING CONTRIBUTION
TO DEVELOPMENT OF TRANSPORTATION
IN THE NORTH

Department of Industry and Commerce

WINNIPEG, MAN.

HON. GURNEY EVANS
Minister

R. E. GROSE
Deputy Minister

ment guarantee to extend the marine insurance season to November 15th or longer. That an ice breaker could have been stationed at Churchill until that date, and shipping notified of this service, then the charterers would have been willing to send their ships to Churchill.

The first grain-carrying vessels to arrive at Churchill were the S.S. "Uskok" and the S.S. "Kastela", both of Yugoslavia registry. They arrived July 27th, and berthed the same day. They were followed the next day by the Dalgliesh vessel, the M.V. "Warkworth", which brought in some general cargo of imports. The M.V. "Warkworth" made three voyages during the season, bringing in approximately 1,682 tons of imports and taking back, as well as wheat, 3,377 tons of nickel and cobalt. The export of wheat created a new record, 22,844,000 bushels. Unfortunately, the S.S. "Kastela" was lost on the way out, about 400 miles from Churchill, on August 4th. No lives were lost. The exact cause of the disaster is not known to your Directors, but the Minister of Transport, the Hon. George McIlraith, issued a statement to the effect that "ice was not the cause of the disaster."

Altogether 48 grain-carrying vessels left Churchill in 1963. The largest load was on the S.S. "Invicta" carrying 698,133 bushels. This was the same vessel that took 702,312 bushels out in 1962. The last vessel to leave port was the M.V. "Debora" on October 20th.

The ice information officers' report appears elsewhere in this booklet, and is very interesting reading, especially the part where he states that this was one of the worst seasons for ice, but the damage to vessels was only very minor, one bent propeller blade and one vessel with dents to her forepeak plating. We feel that the Department of Transport, Marine Division, is doing a real good job, and has the confidence of ships' captains.

Your Board is of the opinion that this year more people and more officials in authoritative positions are taking a keener interest in the Hudson Bay Route and the seaport of Churchill. Who knows what the future holds? We know that there are many people interested, not only from a business sense, but from the interest of the national welfare of Canada. We are confident that much more use can and will be made of this shorter route between western Canada and Europe for both imports and exports. Other commodities besides wheat will have to be given greater consideration. In order to facilitate this trade, we must have: —

A longer shipping season with adequate and competitive rates of insurance.

Ice breaker service at Churchill at the close of the season for as long as the port can be used.

More facilities at Churchill, in order that the trade can be handled safely and efficiently.

More grain storage, in order that more grades and types of grain can be held at this port, and in order that all vessels coming to Churchill, will be guaranteed a load.

We also believe that an all-weather highway is a necessity to this northern port. It will draw businessmen for northern development, tourist trade from all over North America and perhaps other countries. There is a great potential development in mining, lumber, pulp, fish, game and perhaps education in our northern conditions. It might be possible to get an oil pipeline to take the surplus crude oil from the prairies to the seaport of Churchill, and then across to Europe by tanker. As we have already said, the potential is very great, it is worthwhile to continue to press for greater efforts.

We wish to thank all those who have, and are still supporting us in our efforts, not only from a financial angle, but also from all the other types of assistance we receive. It is gratifying to know that our efforts are looked upon by so many people in different walks of life, as well worthwhile. We hope and trust that by our actions we will continue to merit this support.

Respectfully Submitted: —

J. S. Woodward, President.
W. A. Richford, Vice President.
W. G. Streeton, Past President.
F. T. Appleby, Executive Director.
J. A. Cameron, Executive Director.
F. L. Jobin, Executive Director.
S. N. McEachern, Executive Director.
C. R. McIntosh, Executive Director.
J. D. McFarlane, Executive Director.
C. W. Dunfield, Director.
A. K. Fraser, Director.
W. A. Hemstock, Director.
R. D. Marshall, Director.
P. J. Ortynsky, Director.
Wm. McK. Ross, Director.
H. Schellenberg, Director.
R. H. Boyes, Director.
Dr. C. Hollborn, Ph.D., Director.
A. R. Laliberte, Director.
E. H. Starr, Director.

Moved by Mr. Richford, seconded by Mr. Marshall that the report be accepted. Carried.



Look at the Change in U.G.G.

Recognize it? It's beginning to appear on elevators across the prairies. A new sign. A symbol. A trademark. The new linked "U.G.G." is all these things — and a whole of a lot more. Most of all — a sign of changing times. Fifty years ago the first U.G.G. elevator sign appeared. People were dubious. Some were downright sceptical. Sure United Grain Growers was the first co-operative grain company launched by prairie farmers. But it wouldn't last. It wouldn't last because it couldn't match the experience, the resources ("the know-how") of old line companies.

Well United Grain Growers lasted all right!

It lasted because it gave a businesslike meaning to the co-operative idea.

It grew to become Canada's greatest grain company and one of the largest in the world. Today U.G.G. directly serves more than 50,000 farmer-members. And almost 50,000 more through the many extra services it pioneered. Feeds, Chemicals, Insurance. But most of all — we like to think U.G.G. has grown because it provides the best grain handling service available. That's what this symbol stands for.

Your new symbol has kept parts of the earlier U.G.G. signs: the shield as a defence against those who selfishly exploit the grain grower; the letter "U.G.G.", linked in a chain, as the strength of Western farmers working together.

The problems that farmers face now are less obvious, more subtle. They are often hard to understand and even harder to solve. Your new U.G.G. symbol shows that United Grain Growers is changing. It is keeping pace so that it can meet the needs of farm people in the future.

THE FARMERS' COMPANY

HUDSON BAY ROUTE ASSOCIATION

Statement of Receipts and Payments

for the year ended December 31, 1963

RECEIPTS

Memberships:

Rural Municipalities	\$ 4,580.00	
Cities	675.00	
Towns	245.00	
Villages	10.00	
Individuals	446.25	
Boards of Trade	335.00	
Wheat Pool Committees	320.30	
Farmers' Unions	210.00	
Co-Operatives	245.00	
Business Concerns	976.15	
		\$ 8,042.70
Grants and donations		2,650.00
Meetings and conventions		596.00
Interest		362.16
Sundry		75.30
Churchill Excursion (net surplus)		520.94
Advertising		75.00
Total receipts		12,322.10
Cash in bank, January 1, 1963		3,162.20
To Account For		\$15,484.30

NOTE—The Association has on hand Toronto General Trust Guaranteed Certificates totalling \$6,000.00.

We have prepared the above statement of receipts and payments from the Secretary's cash book and in our opinion it is an accurate presentation of the cash transactions of the Hudson Bay Route Association for the year ended December 31, 1963.

(Sgd.) Touche, Ross, Bailey & Smart
Chartered Accountants.

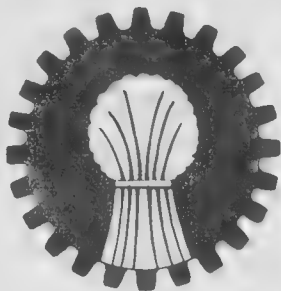
208 MacMillan Building,
Saskatoon, Saskatchewan,
January 14, 1964.

HUDSON BAY ROUTE ASSOCIATION
Statement of Receipts and Payments
for the year ended December 31 1963

PAYMENTS

President's expenses	\$ 80.00
Directors' fees and expenses	1,341.37
Secretary salary	4,167.03
Secretary expenses	643.80
Organizer's commission	92.18
 Office Rent	 300.00
Postage and express	331.85
Telephone, telegraph	312.38
Literature and books	741.63
Stationery and office supplies	442.68
 Advertising and publicity	 114.00
Subscriptions and fees	202.20
Conventions and meetings	627.18
Delegations	1,132.34
Bank charges	59.05
 Unemployment insurance	 48.96
Toronto General Trust Guaranteed Certificates—5½ %	1,000.00
Office Equipment	433.33
Sundry	7.00
 Total Payments	 12,076.98
Cash in bank, December 31, 1963	3,407.32
 ACCOUNTED FOR	 \$15,484.30

Moved by Mr. E. H. Star, seconded by Mr. Wm. McK. Ross
that the financial report be accepted. Carried.



S A S K A T C H E W A N

**TRADE
SERVICES
DIVISION**

**"Providing Trade and Business
Information on Saskatchewan
to Canada and the World."**

**DEPARTMENT OF
INDUSTRY and INFORMATION**

SASK. POWER CORPORATION BUILDING, REGINA, SASK.

HON. R. BROWN
Minister

T. L. HILL
A/Deputy Minister

G. W. CAMERON, Director

GRAHAM SPRY, Agent General,, London, England

REPORT OF THE SECRETARY

The year 1964 will perhaps stand out as the most frustrating, and at times the most exciting one in the history of the Association. It will also perhaps be the year that more attention has been drawn to the potential trade over the Hudson Bay Route, and the development to our Northland. From the evidence that we have it would appear that owing to certain actions (or lack of actions) the problems have been brought to the attention of not only the authorities in charge, but to all western people more forcibly than ever before.

Owing to the above situation, the work of the office was greatly increased, and there were times when it became too much for the office to keep up to date on all matters. We have had a very great increase in correspondence and our publicity material has been tremendous. Although we have at times deemed it necessary to disagree with some authorities concerned with the Hudson Bay Route trade, we believe we have been successful in maintaining their friendship and goodwill. We also note that this year the office has received many letters, complimenting us on our activities and wishing us success in our efforts.

It is interesting to note that many of the things we have advocated in the past, are a reality in parts of Canada today. The "Bubble" system and the "Pneumatic Breakwaters" are being used today, (but not at Churchill). The aerial ice patrols, which were scoffed at years ago, are a necessity in the North today. Elevator grain storage at Churchill was increased some years ago, but a further increase is needed. Marine Insurance has been reduced, but a further reduction is needed yet. The season has been lengthened, but needs to be longer yet. More wharfage space has been provided, and a modern tug at Churchill has been provided. The list is long, but it must continue to get longer in order that the port of Churchill can handle the increased trade safely and efficiently.

During the year we had a very successful annual convention at Dauphin, Man. We also had two very successful excursions to Churchill and other northern points. The excursions are very popular with everyone who has taken them. We feel they are a great asset to the Association for publicity, education and support.

The books and reports have been kept up to date at all times and the Directors have always been kept fully informed as to the activities of the Association. Many meetings have been addressed by either your Secretary or a member of the Board.

We would like at this time to pay tribute to our President, Mr. Woodward, who is always willing to help in advice and

counsel. To the Executive who have always shown understanding of the problems of the office. To the Board of Directors for their interest in the Association. To the Press, Radio and Television stations for the assistance they have freely given. To all those who assisted us in every way, and to the public in general for their support.

In closing we wish to state that, although the work has been hard, we have enjoyed it. We feel that we have a challenge to meet, to do our part in building our country in the most economical way. It is a great pleasure to us to know that our efforts are appreciated. Our hope is that in the years to come, our actions will continue to merit the support and confidence that has been established to date.

Respectfully submitted:

Jas. F. Gray, Secretary-Treasurer.

Moved by Mr. Marshall, seconded by Mr. McEachern that the report be accepted. Carried.

BEST WISHES TO THE

HUDSON BAY ROUTE ASSOCIATION

from

EATON'S OF CANADA

CENTRAL DISTRIBUTORS LTD.

WHOLESALE — IMPORTERS

Bus. 763-6844 — PHONES — Res. 764-4655

51 - 15th Street West

Prince Albert, Sask.

"Supply Specialists"

J. M. Golla

Best Wishes to the

HUDSON BAY ROUTE ASSOCIATION

from the

THE PAS CHAMBER OF COMMERCE

THE PAS, MANITOBA

THE CITY OF SASKATOON

Extends Good Wishes

and Support to the

HUDSON BAY ROUTE ASSOCIATION

P. C. KLAHN
Mayor

J. D. McASKILL
City Commissioner

Mr. L. C. Farmer, vice-president and general manager of Tundra Pipe Lines, Calgary, then addressed the meeting as follows:

He stated that the concept of an oil pipe line from Edmonton to Fort Churchill is not new as it has been dreamed of for a number of years and with the event of each new oil bearing area, the necessity of obtaining new markets becomes more apparent. Mr. Farmer advised that geographically the St. Lawrence area is adequately supplied with Interprovincial Pipe Lines which has been in operation for some years. Oil wells have been developing throughout Western Canada until we are faced with a situation where our sales are pro-rated to market requirements, he said Mr. Farmer pointed out that the Alberta Government have approved a motion to limit production from the Athabasca Tar Sands to existing market to 45,000 barrels daily so as not to offset further exploration or existing market balance. This limitation, however, he added would have no effect on oil exported outside of Canada. When looking into the future re Canada's place in world trade, it brings the Port of Churchill much closer and it would be economically sound to have a crude oil pipe line from Edmonton to Churchill as strategically the ability to ship crude oil on short notice from an Atlantic port could be of tremendous importance to European markets. He said that the season at Churchill is of sufficient length to justify the pipeline and that his company requires the support of all people who are interested in the development of Western Canada. He stated that for some time now Canadians had been content to watch the developments in other countries whereas we should have been developing our own country and he asked the Association to lend their support in trying to obtain a portion of the market that is available.

Mr. Cameron asked the cost of such a pipeline. Mr. Farmer replied that it was estimated to cost in the neighborhood of \$75,000,000, and that this money has already been assured. It was suggested that such an undertaking might be supported by a brief to the Canada Energy Board and then it would be submitted to a public hearing in Ottawa and followed by additional meetings in provinces concerned.

When asked where the capital would come from, Mr. Farmer replied that the money would be coming from all Canadian investors—50% through the sale of bonds and 50% through interested oil companies.

Mr. McEachern asked when the survey of the market would be taking place and Mr. Farmer replied this summer.

Mr. Farmer then outlined the general route of the proposed pipe line, subject to change, from Edmonton almost directly East to Prince Albert, then Hudson Bay Junction to the Pas, Elliott Lake, Thompson to Churchill, and he added

that it would be possible that refinery companies might enter the picture and one or two might be established in Northern Saskatchewan and one in Northern Manitoba.

Mr. Galbraith asked if it would be possible to use the same pipeline for potash and Mr. Farmer said no that potash was handled in an entirely different manner but he believed that a similar line could be built from Southern Saskatchewan to Churchill for approximately the same cost.

Mr. Woodward asked the meeting for a vote of thanks to Mr. Farmer for his enlightening address and wished him success in his endeavours.

Mr. C. C. Hunt of the Manitoba Pool Elevators, brought greetings and advised that the Manitoba Pool and the farmers of Swan River are particularly interested in the Hudson Bay Route Association. He added that when advice re cutting down expenses is given to farmers and by shipping through the Port of Churchill is one way of reducing expenses, wondered why there was such an apathetic view towards the Hudson Bay Route. Mr. Hunt stated that he wished the Hudson Bay Route Association every success and assured them of the co-operation of the Manitoba Pool Elevators.

Mr. R. F. Dennis brought greetings on behalf of the Federated Co-operatives. He said there is a great need for the development of the Port of Churchill, especially when thinking of the potash industry and the millions of tons of shipping and that we should all work together towards this end, and wished the Association every success in the future.

Mr. Leo King brought greetings on behalf of the Saskatchewan Implement Dealers and stated that the Churchill Port could be used for importation of tractors and machinery from the British Isles, which would in turn assist in development of business and prosperity for this province.

Mr. Ab Rourke brought greetings from the North Battleford Chamber of Commerce and wished the convention every success.

Mr. Alex Filuk brought greetings on behalf of the Swan River Chamber of Commerce.

Mr. R. Wentz brought greetings on behalf of the Saskatoon Board of Trade and stated that they were solidly behind the Hudson Bay Route Association and Churchill.

Mr. Bart Kobar extended greetings from The Pas Chamber of Commerce.

Mr. W. Lamb conveyed greetings on behalf of the Tisdale Chamber of Commerce and stated that the Carrot River area is

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Saskatoon Board of Trade

a staunch supporter of the Hudson Bay Route Association and wished them every success in their endeavours.

Mr. C. M. Perrin brought greetings from the R.M. of Arborfield.

Mr. M. Galbraith, brought greetings from the R.M. of Corey, and stated that they have always been great supporters of the Hudson Bay Route Association, financially and otherwise.

Mr. Wm. McK. Ross brought greetings on behalf of the Saskatchewan Wheat Pool and presented a brief statistical report in regard to shipment and comparisons of costs between Churchill, Vancouver, Fort William and other ports. Mr. Ross explained that costs were based on last year's ocean freight rates as he had not been able to get reliable ocean freight rates for this year.

Mr. Richford queried why there would be a variation in rates. Mr. Ross replied that he did not know but possibly Russia was not giving true quotes and therefore other ship owners might not know what rates to quote.

Even though ocean freight rates were a little depressed at the present time, Mr. A. V. Svoboda suggested that it might be a safer attitude to use a little higher rate than the ones quoted when thinking of rates for this year.

Moved by Mr. Appleby, seconded by Mr. McEachern that Mr. Ross be given a vote of thanks. Carried.

The President then read a cable from Mr. Peter Dalglish wishing the convention every success.

The morning session adjourned at 12:00 o'clock.

The meeting reconvened at 1:30 p.m. and Mr. J. B. Lawrie Commissioner for the Canadian Wheat Board, was called to address the meeting. Mr. Lawrie brought greetings from the Wheat Board and he advised that in spite of criticism, he enjoyed meeting with the Association because of a common desire to maximize the sale of Canadian wheat. He outlined the responsibilities of the Wheat Board in comparison with the Hudson Bay Route Association and stressed the fact that the Wheat Board has a choice of ports to use and all facts must be taken into consideration before a decision is made to use one.

Mr. Lawrie said he would like to discuss three subjects — general principles that guide the Board, practical limitations of the Port of Churchill in regard to increased wheat exports and what the Board thinks is in store for Churchill in the future. The objective of the wheat board he stated is to sell as much wheat at the best price that can be obtained in the interests of the farmer, but the board cannot dictate the price of wheat —

it must be in competition with wheat from other sources of which there has been a plentiful supply. However, he added the quality of Canadian wheat does influence the price of quality wheats offered on world markets. The Wheat Board is of the opinion, he said that the Port of Churchill has played an important part in servicing certain of our export markets as no other Canadian port has approached it in terms of grain turnover in the terminal in relation to length of shipping season and there is a saving for the western producer in shipping grain through this Port. He added that the fair estimate today suggests the buyer benefits by $1\frac{1}{2}$ c per bushel. The present in store price put Churchill wheat 7 cents under the St. Lawrence price, however, he said there are higher charges involved in converting wheat in store Churchill to c.i.f. destination. The f.o.b. charge at Churchill is 3 cents per bushel. It is $\frac{1}{2}$ cent in the St. Lawrence as it is the custom of the port for the ocean vessel to pay outward elevation. There is additional insurance of $\frac{1}{4}$ of a cent and freight of $2\frac{1}{2}$ c, or approximately a $5\frac{3}{4}$ cent charge which takes a substantial bite out of the 7 cents. He went on to add that the European buyers object to the Wheat Board retaining grade option at Churchill. In practice, he stated the Board can generally supply the buyer with the exact grade desired, but it is difficult for the buyer not to know the exact grade he will obtain when he orders Churchill wheat. Some millers, he went on, prefer to take their wheat from St. Lawrence or the Pacific Coast with a named grade rather than take a chance on not receiving the grade wanted from Churchill. From the sellers viewpoint, he said, the producer benefits since we are able to obtain a premium for Churchill wheat even after paying $1\frac{1}{2}$ c diversion charge to the company originating the shipments from country points to Churchill. In 1963-64, the total benefits amounted to $4\frac{1}{4}$ c per bushel which is exactly the difference between the in store between the Lakehead and Vancouver. He said the Canadian Wheat Board policy is to maximize the movement of wheat from Churchill, consistent with sound merchandising practice.

Mr. Lawrie stated there are practical limitations to the volume of wheat that can be shipped from Churchill as it is difficult to find markets for 30 or 40 million bushels of wheat within the limited period of navigation at satisfactory prices. Due to the good quality of Churchill shipments, it has established an interest on the part of the buyer due to its strength and uniformity. While there does appear to be a broader interest in Churchill shipment, he said, with 8 countries taking wheat from there in the past season, the United Kingdom is still the most important market but it has been decreasing and there is a gradual trend towards increased shipments elsewhere. Although Churchill has a good reputation with respect to fulfilling its commitments regarding loading of vessels, he stated that as ocean vessels do not operate on time schedules, it is difficult to control their arrival times. Therefore,

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you cannot sell a port to its theoretical maximum but must be practical and utilize experience in determining what can be sold. The Wheat Board is of the opinion that, given existing conditions we are very near to the practical maximum of the Port of Churchill for the months of August and September. Hypothetical demurrage claims are a useless exercise in this context, but think of the claim that the Wheat Board could be faced with if we were unable to provide wheat to vessels presenting for loading very late in the extended season.

Mr. Lawrie said that cleaning operations is one of the limiting factors at the Port of Churchill. Occasionally it has been found necessary to ship cleaned grain from Saskatoon to supplement supplies at Churchill. The additional cost of this on a sustained basis would be approximately 3½c per bushel and would rapidly nullify a large part of the savings of using this export outlet. He added that to increase the cleaning capacity would involve the hiring of additional crews as the present men work on a twelve to 14 hour daily basis. Expansion of exports for the August-September period beyond present sales would probably involve capital expenditures of great magnitude on increasing terminal facilities, improved railroad facilities, improved cleaning facilities and improved loading and unloading facilities. If such capital expenditure were contemplated, a more justifiable and desirable application might well be in added terminal elevator facilities at the Pacific Coast since these ports can operate the year round and can serve a wider market.

In regard to the future of Churchill, Mr. Lawrie said they are of the opinion that it can be expanded if the current strong demand for wheat continues, but that the practical maximum of shipments for the months of August and September has been reached. However, there is some possibility of expansion of shipments in the latter part of July and in October. He mentioned that the Board offered wheat for sale during the October shipping period but have not been able to interest customers. Possibly, he said that where a country has vessels designed for shipments out of Northern ports, they may be interested in late July or October shipments. The Russians were provided with information on the Port of Churchill, he stated, and anticipates that if they purchase further quantities, part of it will be shipped out of Churchill. He added that the buyer decides where the shipment is made from not the Wheat Board.

Mr. Lawrie asked for the patience and understanding of the Hudson Bay Route Association as the Wheat Board has attempted to establish a reputation in world wheat markets and they will try and maintain this reputation as it is of extreme importance to western farmers whose grain is sold.

An informal question period followed.

Mr. Richford asked if there was any way that the Wheat Board could use its influence with the brokers for new markets to get some of the shipments moving through Churchill. Mr. Lawrie replied that the Board did not like to pressure any one but they would try and determine if something could be done. He also stated that it is important to bear in mind that if you are trying to build up a steady consistent market it is much better to try and build up a market that could take Canadian wheat the year around.

Mr. Richford asked if there was any wheat shipped from Saskatoon elevator to ports other than Churchill and Mr. Lawrie replied none as they try to avoid such practice due to increased handling charges.

Mr. Streeton asked Mr. Lawrie if he felt the facilities at Churchill should be expanded and he replied that there was more need for expansion at the Pacific Coast at the present time.

Mr. Phelps stated he did not feel that Mr. Lawrie was making a fair comparison in comparing Churchill with the West Coast port as it would have been better to compare Churchill rates with Lakehead rates. Mr. Phelps also asked why facilities at both places could not be expanded as the material is all available in Canada and there are plenty of unemployed personnel to do the work and said he hoped the Wheat Board would respond to this type of thinking. Mr. Lawrie replied that he had not meant to make any choice between the Pacific Coast and Churchill, but we might get a better price out in Vancouver for a much larger volume.

Mr. Appleby asked why when the Russians had been offered wheat for sale that no mention was made of shipments from Churchill. Mr. Lawrie said he did not know what the Russians had been told but the agreement was not signed until mid-September and that if the Russians take any more wheat this summer, they will be told about Churchill and the Board will do their utmost to see what can be done.

Mr. Richford asked Mr. Lawrie if the Wheat Board felt that they have to share up the wheat business between the different ports or whether it was based on economical use. Mr. Lawrie stated it was on an economic basis.

When questioned about the Yugoslavian ships entered Churchill port in July, Mr. Lawrie said they are owned by the Government and the insurance would probably be carried by a British firm.

Mr. C. R. McIntosh asked if the Wheat Board really believed in the expansion of Churchill for the future and Mr. Lawrie replied that he felt August and September was a long enough season with present facilities.

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Hon. I. C. Nollett, Minister of Agriculture, Government of Saskatchewan, made the following address:

The Saskatchewan Government has been an active promoter of the Hudson Bay Route Association and support has been engendered over the past year through the office of the Director of Trade Services, Department of Industry and Information. Importers and exporters alike have had explained to them the advisability of using Churchill whenever they could profitably use the Bay Route. A look at manifest of last year show that the Saskatchewan Liquor Board, together with interests in Winnipeg, brought in 310 tons of liquor and beer. Two years ago the Saskatchewan Power Corporation brought in turbines and transformers for the project at Squaw Rapids. Other items coming in through Churchill for Saskatchewan firms include glass, bone meal, confectionery items, curling rocks, biscuits, rifles and excavating machinery, motorcycles, also toys, chinaware, textiles, shoes and miscellaneous items. Therefore, you see that Churchill is being used for more than outgoing shipments of grain. All port facilities and transportation facilities will have to be expanded to keep up with increased world transportation demands and all of us realize that there are limitations to the shipping season at Churchill but the facilities can be expanded and if other ports are going to have increased facilities, then Churchill should as well. There is a tremendous quantity of potash in Saskatchewan and wonder if shipments of this type were considered when rail line abandonments were discussed. With regard to the future of Churchill, there is considerable activity at present in the Pre-Cambrian shield area of the province and we are hopeful that at least one major mine will be a producer in the near future, and it is possible that shipments of metal products could be made via Churchill to foreign markets. This year a French-German company will commence construction of a \$50,000,000 mine and mill at Lanigan, Sask., and they might be encouraged to ship via Churchill to their overseas markets. Dwindling reserves of potash in Europe will be further exhausted and increased amounts of Saskatchewan potash will probably be required to sustain European soils and efforts should be made to see that Churchill gets its fair share of tonnage. In order to make sure that this happens, we should be making representations to ensure that the facilities, now inadequate at other ports, should be sufficient at Churchill. I am told that what is needed is suitable and adequate storage space and a system of dumping cars on to conveyors which would load into the top of storage buildings. The buildings would have underground load-out conveyors and the potash would be conveyed, directly into the holds of the ship.

Mr. Fraser asked to what extent the International Nickel Co. at Thompson, Man. was using Churchill and Mr. Woodward advised that 3377 tons of nickel and cobalt were shipped out

of Churchill last year and that some mining material was brought in.

Mr. R. Wilson, Port Manager at Churchill, brought greetings on behalf of the National Harbours Board. He stated that he had seen one bad year during his 18 years at Churchill and that had soured him on lengthening the season at Churchill. He said \$400,000 will be spent on dredging operations deepening the channel this year. He also mentioned that with C.N.R. diesel power, increased size in ships, faster loading of boats the night navigation plus a new tug have improved conditions at the Port. The turn-around time is cut in half due to night navigation, he said. He went on that the cleaning slows things up so they plan to put on 2 ten hour shifts and this will speed things up. He also said at the present time that if the season at Churchill was extended it would be a detriment as ships could not come in. He suggested a diversion might be the answer.

Mr. Streeton asked how far upstream the proposed diversion would be and Mr. Wilson said either at Sea Horse Gully or the other side of the river. Mr. Wilson further added that the National Harbours Board were up in Churchill last summer and they looked into the situation carefully. Mr. Wilson also said that two new cleaners would be installed this year and the Harbours Board is constantly trying to improve facilities.

When asked by Mr. Streeton if there was a representative of the Board of Grain Commissioners up there in shipping season, Mr. Wilson replied there was 18 of them.

Mr. Phelps asked Mr. Wilson what the Hudson Bay Route Association could do in a positive way to help get this diversion and Mr. Wilson replied that he did not know but he did know that if the diversion was put in, it would give Churchill a longer season.

Mr. Phelps suggested that Mr. Wilson be included on the convention for next year to give us a further report.

Mr. W. F. Elliott, Superintendent of Marine Division, Department of Transport, extended greetings from the Deputy Minister and stated that the Department is very conscious of the importance of the Hudson Bay Route and has been contributing significantly to the safety of ships that ply the route from the open sea to Churchill during the season of navigation. In 1962 a number of lights were installed at the following places — Cape Hopes Advance, Wales Island, Ash Inlet, Charles Island East and West and Coates Island, and at Churchill markers were placed to permit night navigation, he advised. In 1964 he stated radio beacon will be installed at Button Island, Cape Acadian on Mansel Island and at the southwest end of Coates Island, as well as new lights placed on Walrus Island and at Cape Pembroke and fluorescent daymarks will be placed at these lights and helicopter landing pads.

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Mr. Elliott stated that these improvements would aid navigation on the Hudson Bay Route and would contribute in a substantial way to the safe passage of ships through these waters.

Mr. Cameron asked what the estimated cost of a diversion would be and Mr. Woodward replied \$8,000,000.

The meeting adjourned at 5 p.m.

A reception was then held at the Coronet Motel, courtesy of the Prince Albert Chamber of Commerce. At 6.30 p.m., delegates and visitors sat down to a banquet sponsored by the Saskatchewan Government. The main speaker was the Honourable I. C. Nollett, Minister of Agriculture, who addressed the meeting as follows:

It is just over 18 years that I have served as Minister of Agriculture and we have had our worries and concerns over the years but not without some benefits. First of all, I would like to extend greetings on behalf of the Government of Saskatchewan in recognition of the outstanding service that you have all given in support of greater utilization of the Port of Churchill. The development of Churchill has been a long one and people with less spirit and perseverance might have given up long ago and that is the reason for the Government tendering this banquet tonight. With increased trade in the future, we can look forward with unbounded assurance that all of our port facilities in Canada will expand and develop in the future. Saskatchewan produces food commodities required in other countries less fortunate. Cash sales of wheat to China and Russia have been a stimulus on the entire economy of Canada. The milling industry and tremendous turnover in retail sales has shown the greatest increase percentage-wise and wonder if over the years it would not have been good business for Canada to have given long term credit to other countries to buy food commodities that Canada can produce in good quantities. We have achieved record cash sales of wheat and we ought to turn this into terms of long term credit which would enable underdeveloped countries to buy our food commodities. We either have to continue to produce and expand or we are in retreat. I think you can look to an acceleration in the future in the development of Churchill as we are bound to add on to present facilities and the more justification there is for increased facilities, then facilities will continue to expand. We recognize the limitations at this port, but with better facilities to handle goods more quickly, Churchill will come into its own.

Further entertainment was supplied by Miss Tina Poole, vocalist, and dancers from St. Patrick's Orphanage under direction of Mr. Bud Dallin.

The meeting reconvened at 9:30 a.m., March 25th, 1964.

Mr. J. D. McFarlane brought greetings from the United Grain Growers and advised that they will do all possible to help retain rail lines and hope that things would be better for Churchill as a result.

Mr. J. P. Carmody extended greetings on behalf of the Saskatchewan Association of Rural Municipalities and wished to assure the Hudson Bay Route Association that they are solidly behind their efforts and wished them every success.

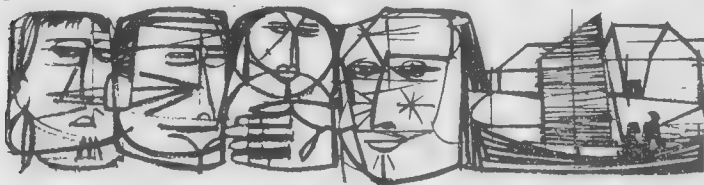
Mr. W. A. Hemstock of Fairview, Alta. said he felt that the Hudson Bay Route Association is doing a wonderful job promoting the port of Churchill.

Alderman E. H. Starr brought greetings from the City of Calgary and stated that the Premier of Alberta is very interested in Churchill but Mr. Starr added we cannot underestimate the power of Eastern Canada and Western Canada will have to stick together to make the dream of Churchill come true. He wished the convention every success and hoped the time would come when there would be twice the amount of incoming and outgoing shipments at Churchill.

Mr. Murray Armstrong, Deputy Minister, Department of Trade and Industry, Manitoba Government, brought greetings from Mr. Gurney Evans, the minister, and he wished to reaffirm the faith of the Manitoba Government in the Port of Churchill. Mr. Armstrong advised that he had spent nine years as Agent General in England and during that time had made a trip to Churchill on the "Warkworth" to try and find markets and resources which could be shipped out through Churchill. He said that in the not too distant future, atomic submarines might be coming into Churchill and they could carry a million tons of cargo and would probably take on oil or some like substance. With regard to potash, Mr. Armstrong said there are firms in Europe that would be interested but it would have to be produced and shipped to Europe at \$45.00 a ton. Other items which would have to be competitively priced are white spruce lumber and pulpwood. There are presently 3 sources of supply—namely Finland, Russia and Canada. However, no country wants to become too dependent on Russia as they cannot depend on their prices, so they are looking to Canada for pulpwood. If good quality black spruce were used for pulpwood, it would be among the best in demand.

Mr. A. V. Svoboda brought greetings on behalf of the Board of Grain Commissioners. He urged farmers to stick to licensed varieties of grain, be careful of what is done with a few bushels of treated seed left over and discourage elevator agents from allowing wheat to be treated near the elevator. He advised that last year we had the biggest crop in the history of Canada, followed by the good fortune of getting large wheat sales, but be a little vigilant that the rush on this grain does not

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cause a serious deterioration in grain. He mentioned that recently the U.S.A. Government had issued new regulations covering grain and this will mean that there will be more competition for Canada.

Mr. Appleby questioned Mr. Svoboda about glass in shipments of wheat to Russia. Mr. Svoboda replied that this story had been blown up all out of proportion by the press. He said that three bottles were discovered in 2 separate holds, one was a Canadian bottle and the other two were not. In another cargo glass was found as well. In each instance it happened on boats that were taking grain to Russia and in one instance a boat to Great Britain. No claims were made and certain steps have been taken and no further incidents of glass were reported.

Mr. Phelps questioned Mr. Svoboda about diversion charges and he said that these charges come under the jurisdiction of the Board of Transport Commissioners.

Mr. Jas. W. Clarke, president of the Winnipeg Grain Exchange, was the next speaker and addressed the meeting as follows:

He assured the Association that all members of the Winnipeg Grain Exchange are most interested in the information being accumulated with respect to the possibilities of increased flow of traffic through Hudson's Bay. He said that Canada's grain market system is essentially a combination of public and private enterprise working together to market the farmer's grain with efficiency and dispatch in the best interests of the farmer and of the nation as a whole and it grew out of the combined efforts and enterprise of individual traders and merchants and proved sufficiently adaptable and efficient to carry Canada in a relatively short time into the foremost position among world wheat exporters and to transform the Winnipeg Grain Exchange into the world's largest primary wheat market.

The objective of the Winnipeg Grain Exchange is to promote objects and measures for the advancement of trade and commerce respecting the grain trade, he stated, and provides essential facilities for its members to trade and carry out many of the other necessary transactions carried between members, and it does not receive a commission, fee or other remuneration from transactions carried out between members. He advised that no grain dealer, country or terminal elevator company, exporter, miller, banker, forwarder, insurance, railway or shipping agent or any other participant in the grain trade is obliged to be a member of the Exchange. He said the Exchange exists solely for their convenience and while they are not obliged to be members, they find it beneficial to be able to use the facilities. There are two types of markets provided, Mr. Clarke said, a physical or spot market for immediate delivery and a futures contract for delivery at a forward date.

In addition, Mr. Clarke went on, the following other facilities are provided: Trading Room, continuous quotation service from all parts of the world, information re crop and weather conditions, grain movement, grain stocks in commercial storage, information re loading and movement of grain carriers in the Lakes and forward to Seaboard, and it posts all data supplied by the Board of Grain Commissioners, Dominion Bureau of Statistics and The Canadian Wheat Board.

He said that in the marketing process the role of Government is primarily regulatory with the actual marketing arrangements remaining very largely the function of the many persons and organizations who make up the grain marketing system.

Mr. Clarke stated that 'he role of the Canadian Wheat Board is to enter into annual handling agreements with country elevator companies to take delivery of producers grain and make payment on the basis of the authorized initial payment which, in effect, becomes the producers floor price; the initial payments for the basic grades of wheat, oats and barley are established annually by the Canadian Government. Then the Board establishes the initial payments for other grades, subject to approval of the Government, he added.

Under the Canadian Wheat Board Act, Mr. Clarke said, the Board is not only obliged to market grain in interprovincial and export trade but, in doing so, it must meet world wide competition and make every effort to maintain and extend the markets for Canadian grain. He added that while the great bulk of Canada's export trade in grain is originated and handled by traders acting as agents of the Board, there are cases in which foreign governments or their agents prefer to deal directly with the Board in the purchase of grain, but even in cases such as this, agents still play an important role since, in many cases, supplementary contracts are entered into between them and the buyer concerned. The role of the agent then becomes the same as if he had originated the sale.

Mr. Clarke advised that the Board of Grain Commissioners had been established to maintain strict grade standards and control movement of grain with the dual purpose of maintaining the competitive position of Canadian grain in world markets and upholding the interest of the producer and the merchant.

He also advised that the grain marketing system is an amalgam of many people and organizations with many and varied functions and its function remains the same—to move western grain where it is wanted, when it is wanted in the precise amounts and grades that are wanted, by the most efficient and least expensive means available. He went on that in order to facilitate this process which is complex in detail and global in scope, a focal point or market place where buyers and

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sellers may meet is an imperative necessity, as well as a well defined, just and practical set of trading rules and regulations that can be honoured by all traders and this is where the Winnipeg Grain Exchange fits in.

When questioned by Mr. Richford as to the price used when offering cargoes of wheat for sale, Mr. Clarke advised that the Canadian Wheat Board uses its normal system of selling wheat and they set the asking price to the trade for shipment at any port. Mr. Clarke also said that it can be contracted for delivery any time and they can pay for it any time between the time the contract is made and the delivery date and in this way the trade competes with each other in world markets.

The meeting adjourned at 12:00 noon to attend a luncheon sponsored jointly by Burns and Co., and the Hudson Bay Route Association.

When the meeting reconvened at 1:30, Mr. J. S. Woodward then delivered a short talk, in which he gave brief outline of his association with the Hudson Bay Route Association, a history of the association and its aims and objectives.

Mr. A. E. Street, Area Manager, Canadian National Railways, Saskatoon, brought greetings and said the C.N.R. will continue to try and meet your endeavours and hoped the Association would pass on their aims ideas and anticipations.

With reference to rail line abandonments, Mr. Street advised that policy matters are decided at a higher level. He introduced other C.N.R. personnel at the meeting—Mr. R. Steele, Winnipeg, Mr. H. M. Allen, Saskatoon, Mr. J. McKay, Prince Albert, and Mr. J. S. Lewis, Saskatoon, and said they would be only too glad to meet with delegates and answer any questions. Mr. Street also mentioned the Churchill Excursion and at this point Mr. Gray thanked the C.N.R. for their co-operation in the operation of the Churchill Excursion.

Mr. W. Harris, extended greetings on behalf of Department of Trade and Commerce, Federal Government, and briefly outlined the functions of his office, which is to gather information on Canadian commodities which have export potential. He urged members of the Hudson Bay Route Association to make use of facilities available in his department, as they work closely with the Provincial government and are all trying to do something for the common good. Possible commodities which could be shipped out from Churchill would be: food products, moccasins and mining hardware. He said that some of our people like imported products so let's capitalize on that.

Mr. W. Lamb, on behalf of the Tisdale Chamber of Commerce extended an invitation to the Association to hold their next annual meeting at Tisdale. North Battleford also extended an invitation to the Association for next year's meeting.

Mr. W. Richford, Chairman of the Nominating Committee, advised that the board of directors was to remain the same with the exception of Mr. Schellenberg being replaced by Mr. H. Swartz of Melville.

The slate of officers as given was approved.

Mr. Gray extended thanks on behalf of the Association to the Prince Albert Chamber of Commerce, particularly Mr. Goos and Mr. Laliberte in lining up the convention, to the Saskatchewan Government, to Burns and Co. and the Coronet Motel for their co-operation.

The meeting adjourned.

BEST WISHES TO THE
HUDSON'S BAY ROUTE ASSOCIATION

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SASKATCHEWAN WHEAT POOL STATISTICAL REPORT

to the

HUDSON BAY ROUTE ASSOCIATION CONVENTION

MARCH 24 - 25, 1964

Presented by:

**MR. WM. McK. ROSS,
Director, District 14.**

TABLE 1.

PORT OF CHURCHILL
RECEIPTS AND SHIPMENTS OF WHEAT
(bushels)

Navigation Year	Receipts	Shipments	Balance in Store
1931	544,769	544,769	—
1932	5,160,527	2,736,030	2,430,283
1933	2,751,380	2,707,891	2,475,764
1934	3,958,707	4,049,877	2,389,404
1935	2,289,597	2,407,000	2,280,823
1936	2,624,555	4,293,501	614,569
1937	—	603,982	11,820
1938	3,118,227	916,913	2,213,380
1939	2,043,665	1,772,460	2,484,585
1940	117,192	—	2,617,396
1941	—	—	2,617,396
1942	—	—	2,617,396
1943	—	740,219	1,877,175
1944	—	—	1,877,737
1945	—	—	1,877,737
1946	1,093,881	2,928,936	42,656
1947	5,043,168	4,975,753	110,071
1948	5,267,631	5,314,509	96,908
1949	5,553,071	5,527,535	125,967
1950	7,088,504	6,769,238	460,556
1951	8,820,912	7,278,443	1,996,507
1952	8,637,772	8,585,122	2,047,897
1953	11,213,753	10,784,445	2,516,299
1954	12,369,197	12,485,385	2,400,127
1955	14,776,182	13,077,845	4,205,749
1956	16,845,727	16,250,320	4,801,137
1957	16,369,057	16,577,206	4,620,209
1958	19,849,585	19,598,749	4,916,281
1959	21,704,966	21,787,125	4,870,871
1960	19,415,271	19,582,490	4,765,708
1961	19,421,989	19,352,559	4,828,503
1962	21,542,556	21,525,205	4,857,228
1963	22,767,463	22,864,410	4,758,613
	260,389,304	256,037,917	

TABLE 2.

ORIGIN OF CHURCHILL RECEIPTS

Supplied by	Sask. Pool Elevators	Central Selling Agency	Others
From 1931 to Dec. 31, 1962	114,457,109	544,000	122,620,732
1963 Port Season	11,121,790	—	11,645,673
Total	125,578,899	544,000	134,266,405
Percent of Total	48.23%	.21%	51.56%

TABLE 3.

NUMBER OF POOL ELEVATORS AT WHICH A FREIGHT
DIFFERENTIAL EXISTS IN FAVOUR OF CHURCHILL
(All C.N.R. Stations)

Per 100 lbs.	Per Bus.	Points
4c	(2.40c)	11
3c	(1.80c)	42
2c	(1.20c)	94
1c	(.60c)	151
Even		58
		356

TABLE 4.

SASKATCHEWAN WHEAT POOL GROSS WHEAT
SHIPMENTS TO CHURCHILL
SHIPPING SEASON - 1962
BY FREIGHT RATE DIFFERENTIALS AND GRADES

Rate of Differential in Favor of Churchill Compared with Lakehead	1 Nor.	2 Nor.	3 Nor.	4 Nor.	Total	% of Each Differential to Total	No. of Cars Shipped
Even	214,497	2,687,514	94,000	68,655	3,064,666	27.03	1,606
1c	301,527	3,956,162	200,883	263,594	4,722,166	42.28	2,512
2c	90,285	1,402,241	184,971	213,291	1,890,788	16.87	1,003
3c	68,052	1,076,893	79,615	78,022	1,302,582	11.53	685
4c		199,048	11,555	44,094	254,697	2.29	136
TOTALS	674,361	9,321,858	571,024	667,656	11,234,899		5,942
% of Each Grade to Total	6.00	82.97	5.08	5.95	100%		

Gross Shipping Weights as shown above differ from
net unloads but show grades as shipped by our Agents.

TABLE 5.

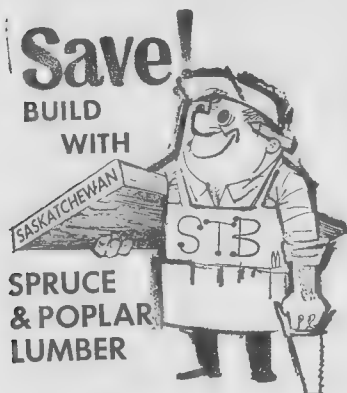
COST PER BUSHEL OF MOVING WHEAT FROM CANADIAN
PORTS TO C.I.F. LIVERPOOL

1963 — Basis No. 2 Northern — July Shipment — 1963

	Via Churchill	Via Vancouver	Via St. Lawrence Ports	Ft. Wm./Pt. A.
Canadian Wheat Board price per bus. (in store-port)				
April 29, 1963	\$1.9950	\$1.9925	\$1.9400	\$2.0750
Shipping Costs:				
Handling & Brokerage (1)	.03194	.03149	.02907	.00390
Ocean Insurance (2)	.01339	.01197	.01087	.01085
Bank Charges	.00128	.00127	.00124	.00131
Ocean Freight (est.)	.21188	.24215	.30268	.18161
Total Shipping Costs	.25849	.28688	.34386	.19767
Cost of Wheat				
C.I.F. Liverpool	2.25349	2.27938	2.28386	2.27267

(1) Includes elevation, weighing and inspection and wharfage cancellation at Churchill; fobbing at the Lakehead; Wheat Board differential at Vancouver; and Seaboard wharfage, superintendence and forwarding brokerage fees at all ports.

(2) Includes marine, war, strike, riot and out-turn insurance.



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TRADE

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CORONET MOTOR HOTEL

Convention Headquarters

No. 2 HIGHWAY SOUTH

PRINCE ALBERT, SASK.

RESOLUTIONS

PASSED AT THE H.B.R.A. CONVENTION

March 24th and 25th, 1964

1. WHEREAS the development of the Athabasca tar sands has been authorized and
WHEREAS a pipeline from these sands direct to Churchill would provide the shortest overland route to an Atlantic port strategically located to service the British and European markets.
THEREFORE BE IT RESOLVED that the Hudson Bay Route Association take all possible action to investigate this development.
2. WHEREAS the possibility of shipments of oil, potash and forest products through Churchill, and the benefits which could accrue to the Western economy of increased shipments of grain and flour and of imports through that port make a longer shipping season a matter of great urgency.
THEREFORE, BE IT RESOLVED that this Association requests the Minister of Transport and the Minister of Public Works direct the National Harbours Board and Department of Public Works to commence an immediate feasibility and economic study of all factors involved with securing a lengthening of the season, especially in the Fall, with special attention being given to such structures as may be required to develop new traffic through Churchill, such as a marine oil delivery pier just off shore, the diversion of the river and bubbler equipment at the dock face.
3. WHEREAS this Association has been advised by officials of the Canadian Wheat Board and of the Dominion Government that further increase of grain exports through Churchill was dependent upon the development of "new" markets, and
WHEREAS new markets have been developed to the extent of many MILLION BUSHELS, and
WHEREAS no movement of this grain to "new" markets has been through Churchill.
THEREFORE, BE IT RESOLVED that the Hudson Bay Route Association regret this situation and urge the Wheat Board and Dominion Government to direct and to use its influence and power with the grain brokers to ensure that grain to such "new" markets as Russia, Poland and Yugoslavia, etc., be moved through Churchill.
4. WHEREAS exports of wheat in 1959 were almost 22,000,000 bushels, and

WHEREAS new dock space, lighted buoys and a new tug at Churchill would appear to offer facilities for a much larger movement of grain through that port.

THEREFORE, BE IT RESOLVED that this convention of the Hudson Bay Route Association regrets that only about 22,000,000 bushels appears to have been allocated for shipment through Churchill during the 1964 season, and directs its officers to make immediate representations to the Prime Minister of Canada, the Minister of Trade and Commerce and the Commissioners of the Canadian Wheat Board, that they take such action as is necessary to ensure a 50% increase in the movement through Churchill in 1964, which shall include both I.W.A. and "new" customer wheat.

5. WHEREAS there has been a regrettable decline in imports via Churchill

THEREFORE, BE IT RESOLVED that this Association ask the Dominion Government to remove such restrictions to trade as arbitrary valuations, and request that trade and traffic solicitation offices of the Dominion Government, National Harbours Board and Government of Manitoba, conduct vigorous campaigns to promote the use of Churchill for imports into Canada.

6. WHEREAS development of the port of Churchill and the north country will help in the well-being of Western Canada including the metropolitan area of Winnipeg.

THEREFORE, BE IT RESOLVED that this Hudson Bay Route Association convention urge upon the Governments of Manitoba and the Dominion of Canada, an immediate start on the construction by the shortest practical route, of a highway from Thompson to Churchill, and in order to bring Winnipeg into the closest distance to these areas and Manitoba's port, of a highway from Grand Rapids to a strategic connection with the Thompson highway, and

BE IT RESOLVED that the Hudson Bay Route Association continue to urge upon the Government of the Dominion of Canada and the Governments of the three Prairie Provinces, that a thorough study of the water potential of the Saskatchewan, Nelson rivers system be undertaken, which shall include irrigation, power and especially navigation on these rivers.

7. WHEREAS the townsite of Churchill is facing readjustment problems because of the withdrawal of the military from Fort Churchill,

THEREFORE, BE IT RESOLVED that we ask the Dominion and Provincial Governments do all in their power to assist in adjustment to these changes and to provide for future growth by making lots easily available in the townsite, providing modern facilities as sewer and water, encouraging

industry to develop there, to provide primary and vocational training to all people of the territory and north, by the establishment of the necessary educational facilities at Churchill.

8. BE IT RESOLVED that we ask the National Research Council of Canada to commence a study to determine possible uses and development of northern Natural resources such as peat, potash, etc., with the possibility of exporting via Churchill.
9. BE IT RESOLVED that this Association request the Tourist Department of the Governments of Manitoba and Canada and the Canadian National Railway, to give greater publicity to Churchill as a tourist centre and as an embarkation point for overseas passages.
10. BE IT RESOLVED that this Association express keen interest in the proposition advanced by Mr. W. E. Senior in the "Churchill Post" that a northern University and Research centre and vocational training centre, particularly orientated to the resources, needs and population of northern Canada, be developed at Churchill, and urge that the appropriate authorities of the Dominion Government and of the Government of Manitoba, give this matter serious consideration.

WHEREAS increasing traffic into the north and problems which will be present on remaining lines, should railway abandonment proceed, places increasing strain on the single line through Hudson Bay, Saskatchewan to The Pas, Man.

11. THEREFORE, BE IT RESOLVED that this convention suggest to the Canadian National Railways and the Government of Canada, that the matter of extending the Canadian National line Arborfield and Carrot River to The Pas be reconsidered, with a view to an early completion of this extension.
12. WHEREAS according to the Report of the Committee on Manitoba's Economic Future, for the years 1962 to 1965. It is shown that wheat exports via Churchill makes savings for the producer of — 3.154 cents a bushel over exports from Pacific ports—10.587 cents over Lakehead Direct sales —12,615 cents over Montreal, and 21.039 cents over Maritime ports, and

WHEREAS this plainly shows the economic advantages to the producer by selling and exporting his grain via Churchill, and

WHEREAS it is necessary to have ample grain storage at Churchill to take care of all orders, and vessels arriving at that port. in order to create confidence in the overseas buyer and charterers, as well as to prevent loss of time to our customers.

THEREFORE, BE IT RESOLVED that we request the Federal Government to immediately start on the construction of an additional storage of 5,000,000 bushels at least, which will give Churchill a total storage of at least 10,000,000 bushels,

AND FURTHER that this additional storage be constructed in a modern type, without any "Bottle Necks" in the Unloading, Loading, and movement of grain at this port.

13. WHEREAS the Fathers of Confederation in drafting our nations federated charter envisioned a new nation, the Dominion of Canada extending from St. Lawrence River and Great Lakes and to include all our great northern unexplored land, and

WHEREAS Sir John A. McDonald (Upper Canada) and Cartier (Lower Canada) went hand in hand in giving reality to this vision of a new nation and were later joined by New Brunswick and Nova Scotia, and

WHEREAS six other provinces came into this union later, establishing a unit from sea to sea, and

WHEREAS at present there are forces at work to regionalize our nation and thus nullify the founders' original intention and

WHEREAS Laurier, as part of this national objective authorized the construction of the Hudson Bay Railway in order to open up a great new national sea port:—

THEREFORE BE IT RESOLVED that the western provinces invite the provinces of Ontario and Quebec and other sections of Eastern Canada to join together with us in developing the great northern sections of Canada as part of a new national objective. This to include among other things the construction of additional feeder railway lines including a new railway from Peace River to Churchill as a new national northern development, same to include a new highway route on the same right-of-way. This right-of-way to include also a pipe line to transport oil and other liquid products across the northern section of Canada. This new national programme to include substantial additions to present port facilities; one immediate and urgent need is to construct a dike or diversion of the present river flow at a point upstream from the harbour in order to extend the shipping season, and also give serious study to practical development of the proposed atomic submarine shipments of commodities the year around and by such new and bold approach to add a new chapter in our time for a further development in realizing the objectives envisaged by the founders of Canada as a leading nation.

After considerable discussion of the above resolution, it was decided that it should be referred to the Executive for

further consideration and study and report back to the Association at the next annual meeting or before.

14. WHEREAS Melville is a marshalling yard for the Hudson Bay Route, also a divisional point main line Canadian National Railways, and also divisional point for the line from Regina to Churchill, and

WHEREAS the more grain that can be shipped and sold via Churchill the higher cash returns to the farmers, which is passed on to all other citizens, and

WHEREAS we believe an inland terminal grain elevator at Melville would increase the volume of wheat available for Churchill when it is needed, and

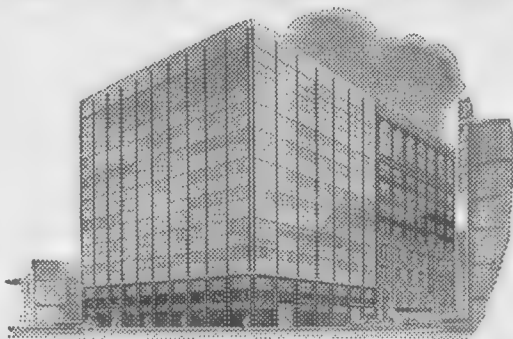
WHEREAS Melville is only 748 miles from Churchill, with direct connections with the wheat growing area in the south.

THEREFORE BE IT RESOLVED that we solicit the support of the Hudson Bay Route Association, in getting an inland grain terminal built at Melville.

It was agreed that this resolution be referred back to the Executive for further study.

15. RESOLVED THAT WE URGE THE FEDERAL GOVERNMENT that full implementation of the Navigational Waterway Act be enforced, that locks be built where dams have been built, to restore Western Inland Waterways.
16. RESOLVED that the incoming board of directors of this Association make a detailed study of the whole question of diversion charges on grain handled through Churchill and to bring in a report and detailed recommendation at our next annual convention as to:
 - (a) Justification or otherwise of their continuation:
 - (b) A thorough revision of same in a sincere effort to bring these or other changes into proper perspective with changing conditions.
17. That this Convention extend thanks to The Press, Radio and Television and to all those who so ably assisted in making this convention a success, and in publicizing the proceedings.

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Report of Ice Operations Officer, Churchill on Hudson Bay Route Operations, 1963

1. The Department of Transport Ice Operations Office was opened at Churchill, Manitoba, on July 13th, 1963.

2. An experienced master was based at Churchill throughout the shipping season as Ice Operations Officer.

3. The Meteorological Branch, Department of Transport, supplied aerial ice reconnaissance units based at Churchill and Frobisher Bay, N.W.T., in support of the Ice Operations Office. Trained ice observers accompanied each reconnaissance flight and all areas of the Hudson Bay route were covered. Frequency of flights depended upon ice conditions.

An ice forecaster was based at Frobisher Bay, N.W.T. Ice information bulletins were issued by the forecaster throughout the season and transmitted by principal marine radio stations for guidance of shipping. In addition Ice Central office at Halifax, N.S., supplied thirty-day ice forecasts.

4. Ice conditions during the 1963 season were among the worst on record.

5. The Ice Operations Officer at Churchill co-ordinated the movement of icebreakers. On the basis of ice observations received from Coast Guard vessels and from the aerial ice surveys, he provided assistance to commercial shipping either by recommending routes or by icebreaker support when necessary.

The Ice Operations Officer boarded all vessels at Churchill, interviewed masters concerning the ice conditions they had encountered and provided such advice as might be helpful.

6. The first two grain-carrying vessels, S.S. "Uskok" and S.S. "Kastela" entered Hudson Strait on July 20th and 21st, respectively.

Both vessels, of Yugoslavian registry, passed the rendezvous position given for icebreaker support and both became beset. They were later freed and escorted to Churchill in convoy by Canadian Coast Guard icebreakers.

As the season progressed, other grain vessels entered Hudson Strait and additional Canadian Coast Guard icebreakers were assigned to escort Churchill-bound ships.

Severe ice conditions were experienced on the south shore of Hudson Strait, in the area of Nottingham Passage. This was also the case in Hudson Bay, east of a line projected from Nottingham Island to Carys Swan Nest. to Coats Island, to Eskimo Point, thence to Cape Churchill.

The persistent heavy ice field off Churchill did not disintegrate until August 27.

The first twenty grain vessels bound for Churchill were routed through Evans and Fisher straits and via the west shore of Hudson Bay.

The ice was mainly of heavy Winter variety throughout all areas, with a small percentage of Polar ice in Hudson Strait. Icebergs were numerous throughout Hudson Strait during the shipping season.

The co-operation of ship masters in advising the Ice Operations Officer of their entry into Hudson Strait was excellent and ice damage to commercial vessels was slight. S.S. "Uskok" sustained one bent propeller blade and the motor vessel "Workworth" sustained dents to her forepeak plating.

The sinking of the outward bound S.S. "Kastela" off Digges Island, at the western entrance to Hudson Strait on August 4, was not the result of damage caused by ice.

When ice conditions improved in August, the icebreakers "N.B. McLean" and "Labrador" were released for Arctic duties. CCGS "Montcalm" remained on station at Nottingham Passage, where scattered ice persisted until early September.

During September, ice breaking up in Foxe Basin and along the East Baffin Island shore moved into Hudson Strait from both ends. This movement was checked to some extent by southerly winds. All vessels using the strait were advised to travel close to the south shore during this period.

The Churchill shipping season concluded on October 20, 1963 with the departure of the motor vessel "Deborah". The icebreaker CCGS "d'Iberville" remained in the Hudson Strait until she was clear.

7. A brief outline of port statistics and developments at Churchill follows:

- (a) The port exported 22,864,100 bushels of wheat, establishing a new record.
- (b) A total of 48 vessels, many of them in the bulk carrier class participated in the wheat export.
- (c) The Swiss Atlantic Line shipped out almost one-third of the total tonnage.

- (d) The largest single cargo ever shipped from Churchill, 698,133 bushels, was carried by S.S. 'Invicta.'
- (e) The motor vessel "Workworth" completed three voyages during the season. She imported 1,682 tons of general cargo and exported 3,377 tons of nickel and cobalt.
- (f) Night navigation into the port of Churchill was introduced for the first time.
- (g) Three oil tankers discharged cargoes amounting to a total of 50,000 tons.
- (h) The opening of the new Dalglish and Wolfe berths provided facilities for the docking of two additional vessels.

Considerable improvement was noted in the compliance of masters with the requirements set out in the Department of Transport handbook "Guidance to Merchant Ships Proceeding to Churchill."

Improved aids to navigation along the Churchill route and improved docking and cargo handling facilities at Churchill resulted in the receipt of many favourable comments from ship masters making use of the port.

Seventy percent of the commercial vessels visiting Churchill during the 1963 shipping season had traded in the port previously. A number of these are now engaged annually in the Churchill trade.

THE FOLLOWING GRAIN VESSELS LOADED AT CHURCHILL DURING 1963

1. Albert Janus	20. Kastela
2. Albert Janus	21. La Selva
3. Ansgaritor	22. Meerdrecht
4. Admidiske	23. Photinia
5. Bariloche	24. Photinia
6. Belmona	25. Prospero
7. Bregaglia	26. Prospero
8. Bregaglia	27. Regina
9. Camelia	28. Regina
10. Camelia	29. Runswick
11. Corviglia	30. Runswick
12. Deborah	31. San George
13. Dimitris	32. Sils
14. Elletra Fassio	33. Sils
15. Elmo Fassio	34. Silvaplana
16. General Guisan	35. Skrim
17. General Guisan	36. Slesvig
18. Hajduk	37. Sneaton
19. Invicta	38. Uskok

39. Uskok
40. Valkyrien Maersk
41. Valkyrien Maersk
42. Warkworth
43. Warkworth

44. Warkworth
45. Zinnia
46. Zinnia
47. Zwijndrecht
48. Zwijndrecht

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Elly
Sheafholme

SCREENINGS

Canuk Trader

(Sgd.) George G. Leask,
for: E. S. Brand,
Director, Marine Operations.

Ottawa,
October 31, 1963.



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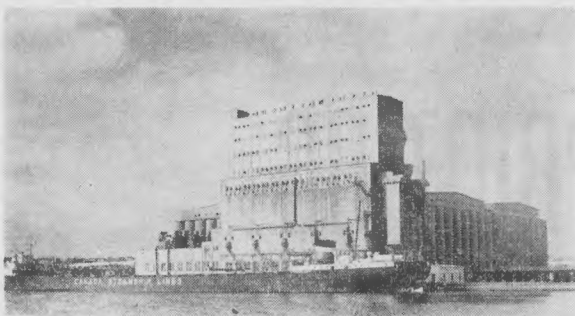
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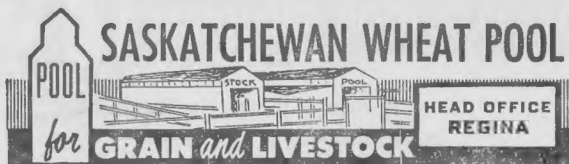
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Prince Albert, Saskatchewan



The Western farmer benefits by shipping via Hudson Bay, and therefore, the Wheat Pool has long been a supporter of the route.

The Pool recognizes, the valuable work of the Hudson Bay Route Association in keeping before the public the many advantages of using the northern way.



Membership or Grant in the Hudson Bay Route Association

If you agree with our aims and objects, which we have no doubt you will, and if you would like to assist in this work, and to receive our periodical releases and news of progress, we would like to extend to you a very warm welcome to become one of us.

THE YEARLY MEMBERSHIP OR GRANT IS AS FOLLOWS:

Individual	\$ 2.00
Committees, locals, schools and small businesses	\$ 5.00
Towns, Villages, Boards of Trade, Chambers of Commerce and large businesses according to size \$10.00 to \$ 50.00	
Rural Municipalities	\$ 25.00
Cities, according to size	\$50.00 to \$100.00

Grants, and other help, are always welcome, and much appreciated and are needed to continue the work we are doing.



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Buluga Whales at Churchill